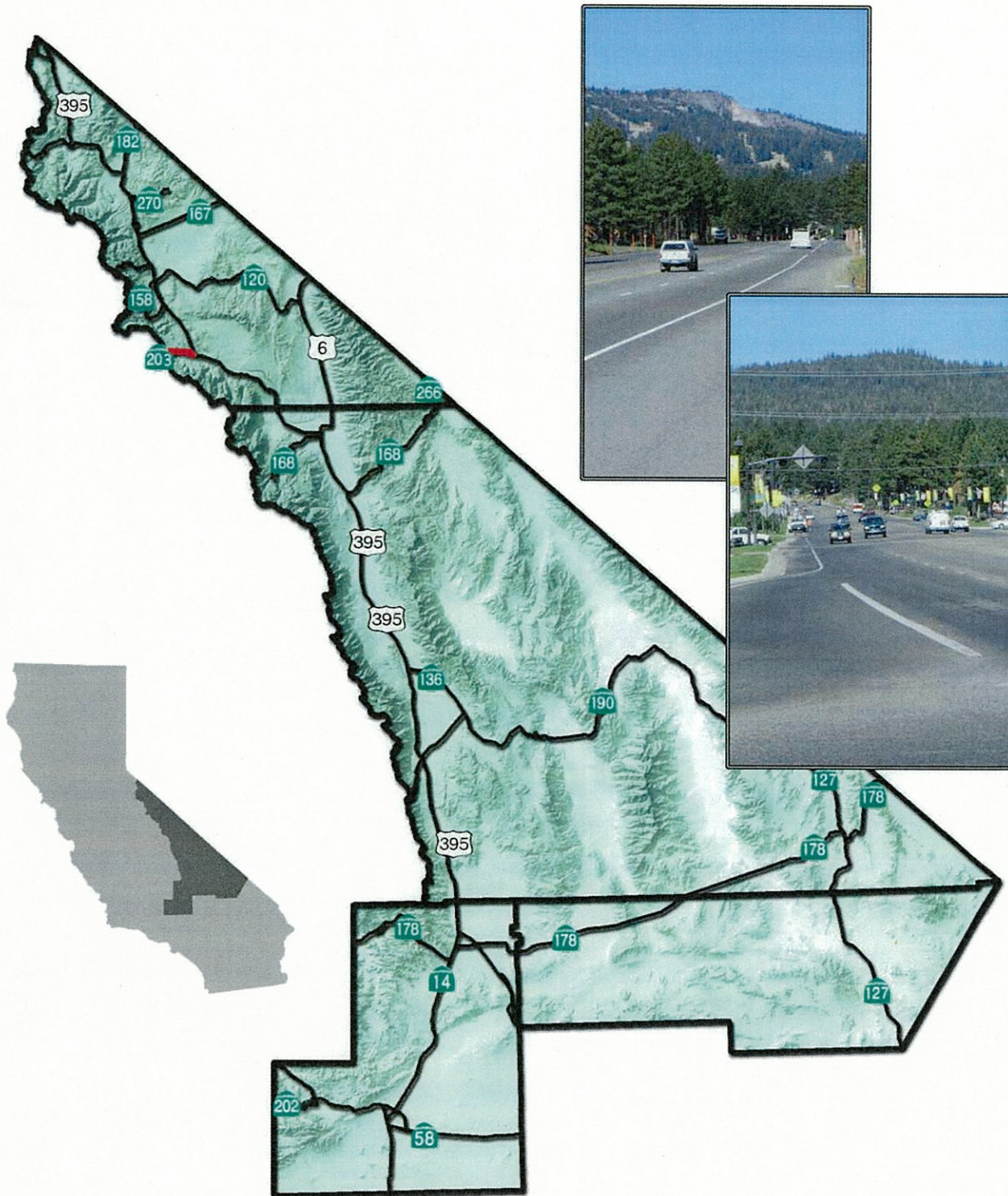




STATE ROUTE 203 TRANSPORTATION CONCEPT REPORT



**CALTRANS DISTRICT 9
OFFICE OF SYSTEM PLANNING
JUNE 2007**

REPORT SIGNATURE SHEET

APPROVAL RECOMMENDED:


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10/9/07
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Approval for Transportation Concept Report State Route 203



STATE ROUTE 203
TRANSPORTATION CONCEPT REPORT

PREPARED
BY
CALTRANS
DISTRICT 9
OFFICE OF SYSTEM PLANNING

JUNE 2007

Additional Information

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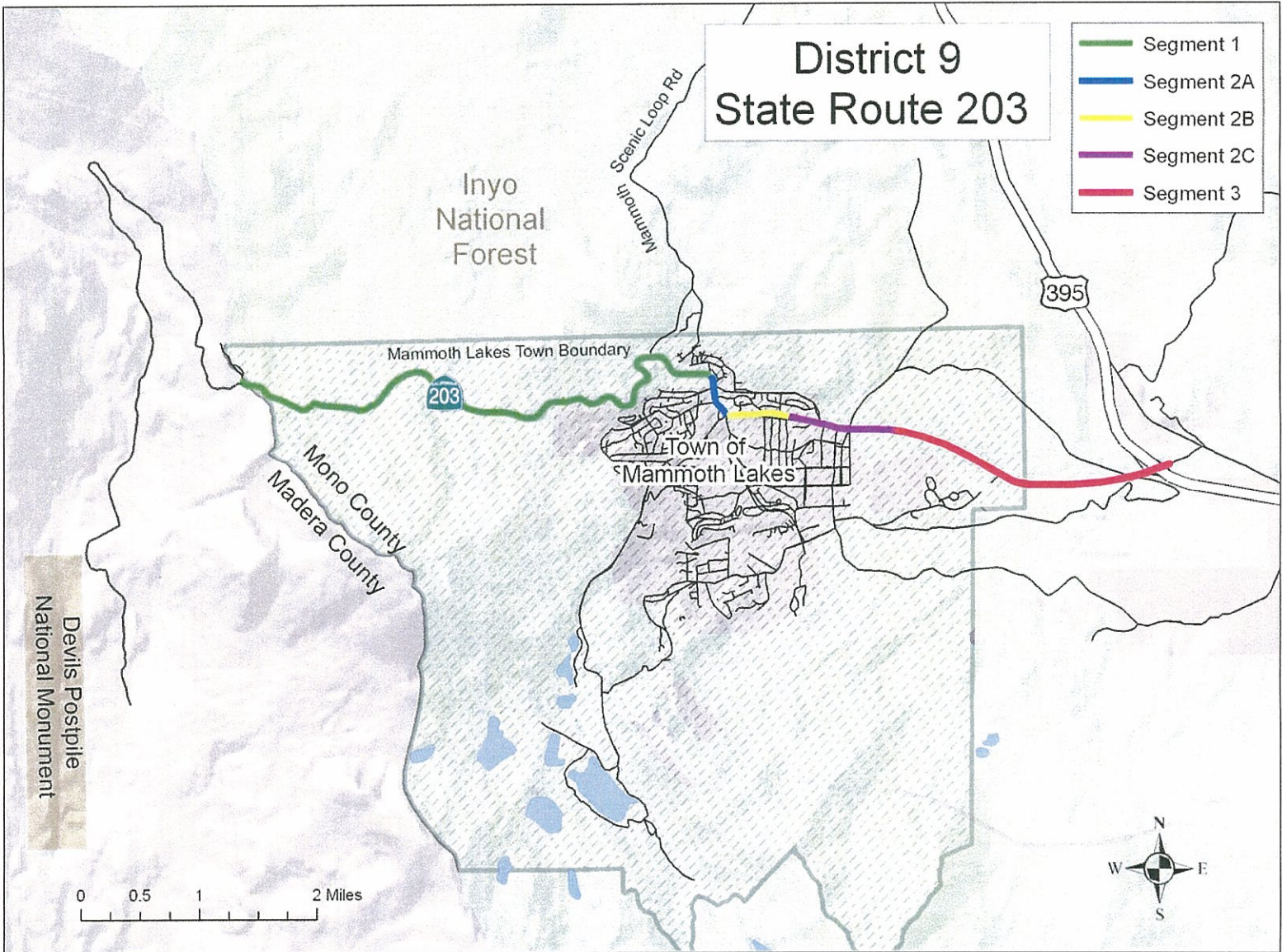
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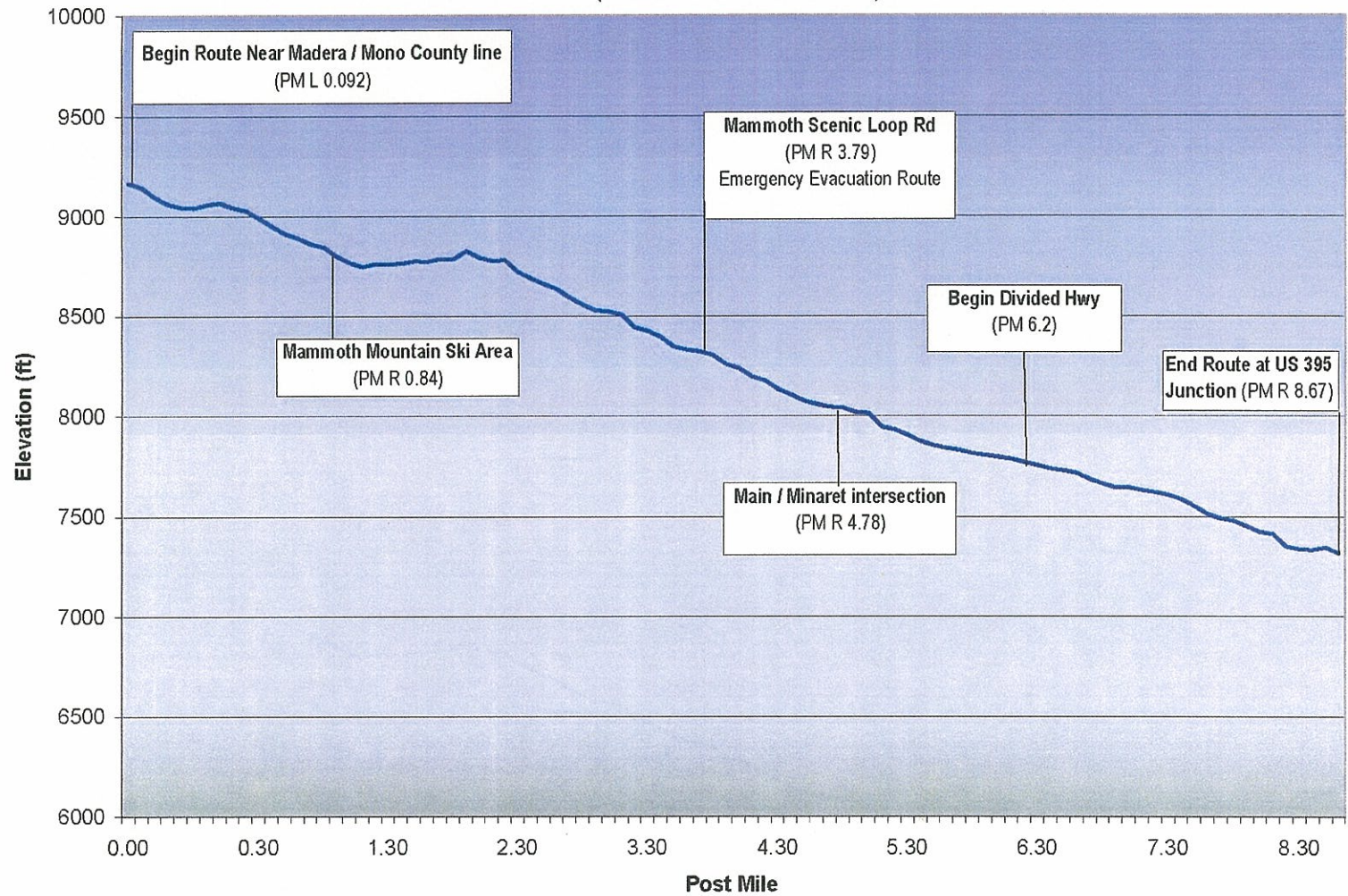
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SR 203 ELEVATION PROFILE (PM L 0.09 - R 8.67)



STATE ROUTE 203 TRANSPORTATION CONCEPT REPORT

INTRODUCTION

The Transportation Concept Report (TCR) is a long-range planning document that describes the current characteristics of the transportation corridor and establishes a 20-year planning concept. The TCR defines the California Department of Transportation (Caltrans) goals for the development of the route, and broadly presents concepts for highway improvements that may be used to reach those goals. During development of a TCR, Caltrans' objective is to have local, regional, private sector, and State consensus on corridor concepts, planning strategies, and improvement priorities.

All information in this TCR is subject to revision as conditions change and new information is obtained. Consequently, the nature and the size of identified improvements may change as they move through the project development stages. Final determinations are made at the time of project planning, environmental analysis, and design.

Level of Service (LOS) is established through travel forecasting data analysis, using regional models where available. The calculations to determine LOS are based on the year 2000 Highway Capacity Manual (HCM). The 2000 HCM includes substantial changes to capacity calculations compared to past editions of the HCM. As a result, LOS calculations may differ from former reports or studies that are based on earlier editions.

ROUTE CONCEPT, CONCEPT FACILITY, AND CONCEPT RATIONALE

A Route Concept is comprised of a Concept Level of Service (LOS) and a description of the Concept Facility. The description of a facility reflects its number of travel lanes and degree of access onto the highway by local streets and driveways. The Concept Facility will provide the amount of vehicle-carrying capacity necessary to achieve the Concept LOS with forecasted traffic volumes. Concept LOS reflects the acceptable level or quality of operations that is appropriate for each route segment, and is considered to be reasonably attainable within the 20-year planning period. Segments of SR 203 currently vary from operating at LOS A to LOS D. Based on calculations, the 20-year planning period Concept LOS for SR 203 is D. The LOS in the Town was derived by using an Urban Street methodology since the design of the facility is restricted by speed limits. The segments 2A, 2B, and 2C in the Town of Mammoth Lakes have a Concept LOS of D.

The following LOS standards for intersections have been adopted by the Town of Mammoth Lakes (TOWN):

Signalized intersections: LOS D or better is acceptable

Unsignalized intersections: LOS E or better is acceptable.

(Deficiency depends on individual minor street movements at LOS E or F and total minor approach delay exceeding 4 vehicle-hours for a single lane approach and 5 vehicle-hours for a multi-lane approach.)

THE ULTIMATE TRANSPORTATION CORRIDOR

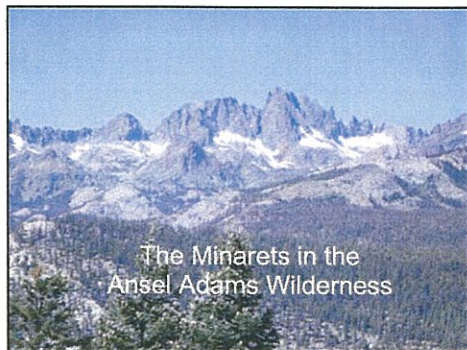
This TCR presents relinquishment options for all, or part of, SR 203 in the future. Caltrans could vacate its easement from PM 0.092 to PM 4.46 (near Forest Trail Rd) and the easement rights would revert to the underlying fee owner, which is the U.S. Forest Service; or Caltrans could relinquish to the Town from PM 0.092 to PM 4.78 (intersection of Minaret and Main St). For all the options proposed, see "Relinquishment Options for SR 203" on page 9. Until such time, Caltrans will continue to emphasize further rehabilitation, safety, and operational improvements on SR 203.

ROUTE SYNOPSIS

State Route (SR) 203 originates near the Madera/Mono County line, running easterly through the incorporated Town of Mammoth Lakes for 9.26 miles to the junction of US 395. The route is in Mono County, Caltrans District 9, and is functionally classified as a Minor Arterial. There are seven (7) chain on/off areas on the route to aid motorists in winter conditions. To address concerns that a natural disaster may isolate travelers, Caltrans and the United States Forest Service (USFS) jointly provided an emergency alternate route from the junction at Mammoth Scenic Loop Rd (PM R 3.79) to US 395 (PM 30.66). This road is maintained by Mono County.

The State Route begins as a 2-lane conventional highway from a Forest Service road at 9,167 ft elevation near Minaret Summit in the Sierra Nevada Mountains. In the first 5 miles, the route winds through mountainous terrain descending grades up to 8%. The developed portion of the Town begins at 8,120 ft elevation at the intersection of Forest Trail Rd and SR 203 (Minaret Rd). The route continues easterly, from the intersection of Minaret Rd and SR 203 (Main St), as a 4-lane conventional highway with a 12' median and a two-way left-turn lane. There is frontage road access from commercial areas to SR 203 on the south side (PM 5.09 - 5.53) and on the north side (PM 5.3 - 5.6) of the highway. At PM 6.2 the facility changes to a divided highway, with grade separation and median, for nearly 2.5 miles to the junction of US 395. Multi-modal travelers (passenger vehicles, buses, trucks, large RV's, pedestrians, motorcyclists, bicyclists, and camper trailers) use the highway for residential, commercial, and recreational access.

ROUTE HISTORY

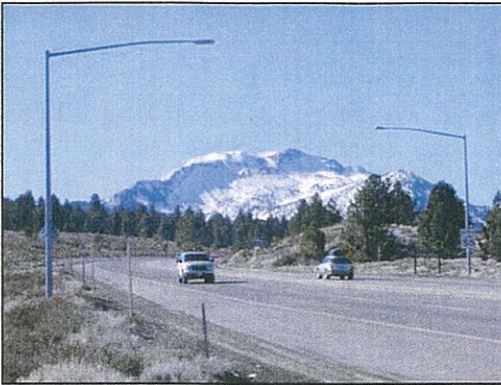


SR 203 was adopted into the State Highway System as Legislative Route 112 in 1933, extending "over the existing county road for a distance of 8 miles to Lake Mary in the Mammoth Lakes group". In 1967 the state legislature passed SB 21 in a route exchange with Mono County. This redefined the western boundary of SR 203 to be described as "from the Mono County line near Minaret Summit to Route 395". CTC R1089 relinquished 4.78 miles of route 203 (from Mammoth Lakes to the junction with Minaret Road) and adopted the existing upper portion. In April 2004, a tenth of a mile of SR 203 was relinquished to the USFS in the vicinity of Minaret Vista, near the county line.

In 1931 the Secretary of Agriculture established the High Sierra and Minarets Wilderness areas. A trans-Sierra route crossing the Minaret Wilderness Area, through Mammoth Pass, was actively proposed over the next 40 years. In 1955 and 1961 two senate resolutions requested the construction and inclusion of Mammoth Pass Road into the State Highway System as a National Defense Highway. The Mono County Board of Supervisors requested that the State of California include Minaret Highway from State Highway 42 to U.S. 395 in December 1965. By March 1966 a feasibility study concluded that the cost to build and maintain a trans-Sierra highway was excessive for the small amount of winter traffic and in May of 1968 the bill failed passage in the Assembly Transportation Committee (AB 1191). In 1972, near Mammoth Mountain, Governor Ronald Reagan's announcement to merge the existing John Muir and Minarets wilderness areas into one eliminated the Minaret highway "for all time". The Minaret Wilderness area was renamed the Ansel Adams Wilderness in 1984.

In 1996 MMSA partnered with Intrawest to further expand the ski facilities and the Town of Mammoth Lakes. In October 2005, Dave McCoy (founder of MMSA) sold his controlling interest to the Starwood Capital Group, Greenwich, CT. Currently, this investment group proposes redevelopment of 13 acres in the Main Lodge Area, under special use permit by USFS.

PURPOSE OF STATE ROUTE 203



SR 203 is an east-west arterial in Mono County that provides local, commercial, and recreational access with traffic demand fluctuating seasonally. It is 9.26 miles in length and predominately a rural facility, with urbanizing segments (2A-2C) in the Town. The highway serves as year-round access to Mammoth Mountain Ski Area. SR 203 also operates as "Main St" for 7,700 residents and an estimated 35,000 transient visitors during peak holiday periods and winter weekends. Above the Mammoth Mountain Ski Area Main Lodge, the highway connects to a Forest Service road (PM L0.092) that provides access to Devils

Postpile National Monument and terminates in the Inyo National Forest.

Table 1 describes the functional classification, description, facility type, right-of-way width and rights, route purpose, and facility designation for each segment in this report.

Segment County Post-Mile	Functional Classification	Description	Present Facility	ROW Width & Rights	Route Purpose	Facility Designation	See Page #
1 Mono L0.092 - R 4.37	Minor Arterial	Near Madera/Mono County line to Mammoth Knolls Rd	2-C	66-100 ft Easement	Recreational, Emergency Evacuation, Residential	Eligible Scenic Highway	13
2A Mono R 4.37 - 4.78	Minor Arterial	Mammoth Knolls Rd to Minaret / Main	2-C	65-200 ft Fee title	Recreational, Residential, Commercial	Eligible Scenic Highway	15
2B Mono 4.78 - 5.3	Minor Arterial	Minaret / Main to Manzanita Rd	4-C	150-200 ft Easement Fee title	Recreational, Residential, Commercial	Eligible Scenic Highway	17
2C Mono 5.3 - 6.2	Minor Arterial	Manzanita Rd to begin divided highway	4-C	106-166 ft Easement Fee title	Residential, Commercial, Institutional	Eligible Scenic Highway	19
3 Mono 6.2 - 8.67	Minor Arterial	From begin divided highway to US 395	4-C	156-300 ft Easement	Recreational, Open Space, Institutional	Eligible Scenic Highway	21

TABLE 1

For acronyms used in this table, see page 22

COMMUNITY ISSUES & PUBLIC OUTREACH

Improvements to SR 203 are planned using a collaborative, interdisciplinary approach involving all stakeholders. This approach attempts to integrate and balance multimodal, community character, aesthetic, historic, and environmental values with regard to transportation safety, maintenance, and performance goals. The stakeholders in the Mammoth Planning Area are community members and agencies, including: Town of Mammoth Lakes (TML), Mono County Regional Transportation Planning Agency (RTPA), Bureau of Land Management (BLM), US Forest Service (USFS), Department of Fish and Game (DFG), Great Basin Unified Air Pollution District (APCD), Lahontan Regional Water Quality Control Board (LRWQCB), Army Corps of Engineers (ACE), and Eastern Sierra Transit Authority (ESTA). Caltrans consults with these stakeholders regarding SR 203 proposed projects.

TRANSPORTATION PLANNING, OPERATIONAL, AND LAND USE ISSUES

Segment 1: From near the Madera / Mono County line to Mammoth Knolls Rd
(PM L 0.092 – L 0.68 & R 0.00 - R 4.37) Length: 4.96 miles

This segment provides access from the Town of Mammoth Lakes (Town) and Mammoth Scenic Loop Rd (PM R 3.79) to recreational and tourism options at the Earthquake Fault, Inyo Craters, Mammoth Mountain Bike Park, Red's Meadow, Minaret Vista, and Devil's Postpile National Monument in the summer months. Throughout the year the highway is open to the Mammoth Mountain Ski Area (MMSA). Traffic activity on the route varies seasonally; during peak holiday periods and winter weekends.



Access to recreational areas, such as:
Devil's Postpile National Monument,
and Mammoth Mountain Ski & Bike Park Area

Operational Issues

Winter: The highway is closed beyond the MMSA Main Lodge parking lot, during the ski season (mid-November to June). Accordingly, the Forest Service assumes responsibility for maintenance and operations of SR 203 from Substation Rd (PM R 2.35) to MMSA Main Lodge. During holiday weekends, there are peak traffic volumes due to heavy morning/evening flow to/from the ski areas. On such weekends, the transient population in the Town can increase to 35,000 visitors.

Summer: Multi-modal travelers (passenger vehicles, buses, large RV's, motorcyclists, bicyclists, and camper trailers) use the route to access points of interest along the highway. Recreational traffic changes vehicle flow, creating issues with access management, passing opportunities, and turning movements on a steep grade. The actual total accident rate for this segment is 2.02, which is above the statewide total average rate of 1.79, when compared to a similar facility. Above the Mammoth Mountain Ski Area Main Lodge, the highway connects to a Forest Service road (PM L0.092) that provides access to Devils Postpile National Monument and terminates in the Inyo National Forest. In April 2004 a tenth of a mile of the state highway, near the county line, was relinquished to the USFS in the vicinity of Minaret Vista.

Future Travel Demand

Traffic volumes are expected to increase with the expansion and redevelopment of the MMSA Main Lodge and the continued marketing of the Town as a destination resort community. At General Plan build-out, the total estimated peak persons-at-one-time (PAOT) is 52,000 in the Town. The Town anticipates accommodating the increased PAOT through expanded pedestrian facilities and transit services.

Segment 2A: From Mammoth Knolls Rd to Minaret/ Main (PM R 4.370 – R 4.782) Length: 0.41 miles

This segment traverses through the "Village" in the Town providing commercial and residential access.

Operational Issues

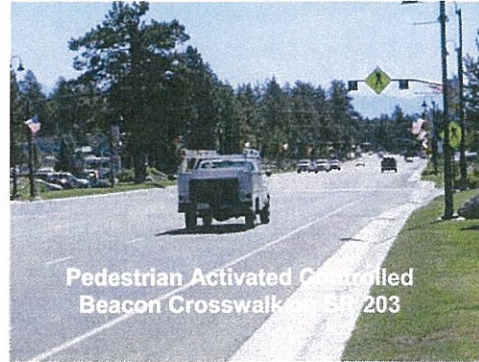
SR 203 functions as an urban street with commercial and residential resort-style development. A modal mix of pedestrians, vehicles, bikes, buses, and snow removal equipment presents challenges to maintain state highway standards on a facility that is limited by right-of-way and constrained with snow storage in winter. On-street parking interferes with pedestrians, bicycles, and smooth flow of through traffic. The actual total accident rate for this segment is 2.26, which is above the statewide total average rate of 2.06, when compared to a similar facility.



North Village Planning Area
on SR 203 (Minaret Rd)

Future Travel Demand

Completion of development projects such as the Village, Sierra Star, Mammoth Crossings, and residential development at Mammoth Knolls Rd is expected to increase volumes of all modes of transportation. At General Plan build-out, the total estimated peak persons-at-one-time (PAOT) is 52,000 in the Town. The Town anticipates accommodating the increased PAOT through expanded pedestrian facilities and transit services.



Segment 2B: From Minaret/Main to Manzanita Rd

(PM 4.78 – 5.30) Length: 0.52 miles

This segment traverses through the Town providing access to commercial and residential land use areas. Above the Mammoth Mountain Ski Area Main Lodge, the highway connects to a Forest Service road (PM L0.092) that provides access to Devils Postpile National Monument and terminates in the Inyo National Forest.

Operational Issues

In this segment, SR 203 functions as an urban street with commercial and residential development. This presents challenges to maintain state highway standards with a mix of pedestrians, vehicles, bikes, buses, and snow removal equipment on a facility that is limited by right-of-way and constrained with snow storage in winter. The actual total accident rate for this segment is 2.83, which is above the statewide total average rate of 2.55, when compared to a similar facility.

Future Travel Demand

Completion of projects such as the development of Mammoth Crossings at the intersection of Minaret and SR 203 (Main St), and various residential and commercial projects, is expected to increase volumes of all modes of transportation. Access management will be addressed by proposed project conditions and the construction of a new backage road that would run parallel and south of SR 203. At General Plan build-out, the total estimated peak persons-at-one-time (PAOT) is 52,000 in the Town. The Town anticipates accommodating the increased PAOT through the extension of pedestrian facilities in this area and expanded transit services.

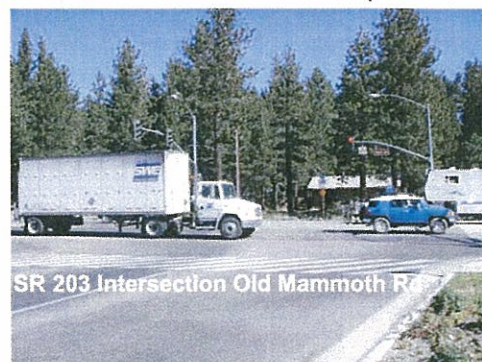
Segment 2C: From Manzanita Rd to beginning of the divided highway (PM 5.359 – 6.2) Length: 0.84 miles

Traversing through the Town, SR 203 (Main Street) provides access to Mammoth Hospital via Sierra Park Rd with access to the Fire Station, Post Office, and commercial business. Above the Mammoth Mountain Ski Area Main Lodge, the highway connects to a Forest Service road (PM L0.092) that provides access to Devils Postpile National Monument and terminates in the Inyo National Forest.

Operational Issues

SR 203 functions as an urban street in this segment. There is frontage road access from commercial areas to SR 203 on the south side (PM 5.09 - 5.53) and on the north side (PM 5.3 - 5.6) of the highway and many of the intersections in this segment are offset.

The Mammoth Fire Station has direct access to SR 203, just east of Forest Trail Rd (PM 5.6). Pedestrian walkways are designed to provide connections to transit stops, however, the current lack of connectivity from the pedestrian/bike path on the north side of the highway (PM 5.6 - 5.7) creates linkage issues. New Town and Mono County offices are planned at the southeast



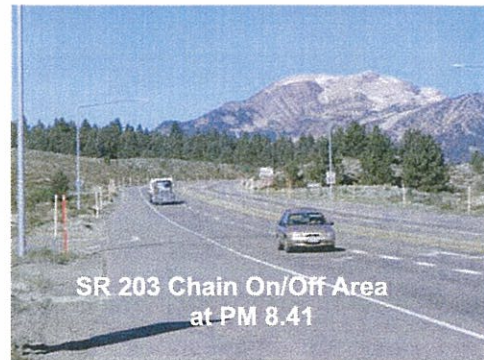
corner of Sierra Park Rd (PM 5.86). The actual total accident rate for this segment is 2.27, which is above the statewide total average rate of 1.68, when compared to a similar facility.

Future Travel Demand

Completion of development projects is expected to increase all modes of traffic demand. Traffic volumes are expected to rise with the development of the Mammoth Community Facilities at Sierra Park Rd. At General Plan build-out, the total estimated peak persons-at-one-time (PAOT) is 52,000 in the Town. The Town anticipates accommodating the increased PAOT through expanded pedestrian facilities and transit services.

Segment 3: From Begin divided highway to US 395 (PM 6.2 - 8.67) Length: 2.47 miles

This segment connects to and provides access from US 395 to the Town and to recreational and tourism options at the Earthquake Fault, Inyo Craters, Mammoth Mountain Ski Area and Bike Park, Minaret Vista, Red's Meadow, and Devil's Postpile National Monument. The Mammoth/Yosemite Airport lies 4.6 miles south on US 395 from the junction of SR 203/US 395.



Operational Issues

In this segment, SR 203 is a 4-lane conventional highway with grade separation, median, and a chain-on/off area at PM 8.41. Multi-modal travelers (passenger vehicles, buses, large RV's, pedestrians, motorcyclists, bicyclists, and camper trailers) use the highway for residential, commercial, and recreational access. During holiday weekends, there are peak traffic volumes due to heavy morning/evening flow to/from the junction at US 395. On such weekends, the transient population in the Town can increase to 35,000 visitors.

Future Travel Demand

Completion of development projects is expected to increase volumes of all modes of traffic demand. Traffic volumes are expected to rise with ongoing development and marketing of the Town as a destination resort. At General Plan build-out, the total estimated peak persons-at-one-time (PAOT) is 52,000 in the Town. The Town anticipates accommodating the increased PAOT through expanded pedestrian facilities and transit services.

STATE ROUTE 203 FACILITY SUMMARY TABLE

County	Segment	Post Miles	Present Facility	Concept Facility	Ultimate Facility	Present LOS	10-Yr LOS	20-Yr LOS	Route Concept LOS	See Page #
MONO	1	L 0.092 – R 4.37	2C	2C	2C	C	C	D	D	12
MONO	2A	R 4.37 - 4.78	2C	2C	2C	D	D	D	D	14
MONO	2B	4.78 – 5.3	4C	4C	4C	C	C	C	D	16
MONO	2C	5.3 - 6.2	4C	4C	4C	C	C	C	D	18
MONO	3	6.2 - 8.67	4C	4C	4C	A	A	A	D	20

TABLE 2

For Acronyms used in this table, see page 22

SR 203 RELINQUISHMENT OPTIONS

SR 203 is one of nineteen highways in Caltrans District 9 inventory. US 395 is a High Emphasis Focus Route on the Interregional Road System serving California for the movement of goods, services, and travelers. Development in the Mammoth Lakes area may increase commuter traffic along US 395 from Bishop, Benton, and other surrounding communities to SR 203. The AADT on US 395 at the junction of SR 203 is 9,100 vehicles (2005 CT Traffic Volumes). Ten of the highways that intersect US 395 serve interregional movement of goods and people.

Caltrans and the Town have examined the relinquishment of SR 203 through informal and formal discussions that began in 1998 when Intrawest Mammoth Corporation acquired the interest in the North Village. In February 1999 "Comments on 203 Relinquishment Flowchart" were sent from the Town to District 9 Caltrans Deputy Director of Planning and Programming. This document contains a detailed Maintenance Cost Estimate with an "Activity List". After discussions, no action was taken. In February 2005, the Town Council placed item 6 on its agenda, *Review of Options for State Route 203* with a recommendation to approve Option 1: "Direct staff to investigate the possibility of negotiating a relinquishment agreement with Caltrans for all or part of SR 203, and report back to Town Council". Subsequently, the Public Works Director for the Town presented relinquishment options, and the Council took no action.

Relinquishment Rationale

The Town's desire for a community streetscape design that is more inviting to pedestrians and local business development may not be compatible with Caltrans' obligations, and may be in conflict with state highway standards. Both Caltrans and the Town forecast increased traffic demand on SR 203. The highway segments with the highest traffic demand on SR 203 are Main St and Minaret Rd (segments 2A, 2B, and 2C), currently operating in an AADT range of 11,000-15,000. Caltrans projects volumes on these segments to increase to an AADT range of 13,500-18,000 within twenty years (2025). As development continues, the total estimated peak persons-at-one-time (PAOT) is 52,000 in the Town. The Town anticipates accommodating the increased PAOT through expanded pedestrian facilities and transit services.

The table below lists the Relinquishment Options by segments, location, receivership, timeline, and costs. (Table 3)

State Route 203 Relinquishment Options						
Option	Segments to Transfer	Location	Potential Agency Receivership	Potential Negotiation Timeline	*Caltrans Maintenance Annual Costs	Planned SHOPP Costs (@ \$125,000 per lane mile)
Forest Service	1 + 0.1 miles	From beginning of SR 203 to Forest Trail Rd	USFS	From start + 2 Yrs	\$225,000	\$0.59 Million
I	1 + 2A	From beginning of SR 203 to Minaret/Main	USFS, TOWN	From start + 3 Yrs	\$275,000	\$1.41 Million
II	1+ 2A + 2B + 2C	From beginning of SR 203 to Divided Hwy	USFS, TOWN	From start + 5 Yrs	\$383,500	\$2.11 Million
III	1+ 2A + 2B + 2C + 0.66 miles	From beginning of SR 203 to Meridan Blvd	USFS, TOWN	From start + 5 Yrs	\$400,000	\$ 2.59 Million
IV	1+ 2A + 2B + 2C + 3	From beginning of SR 203 to US 395	TOWN, COUNTY, USFS	From start + 5 Yrs	\$448,227	\$ 3.5 Million
V	No Action	N/A	N/A	N/A	\$448,227	\$ 3.5 Million

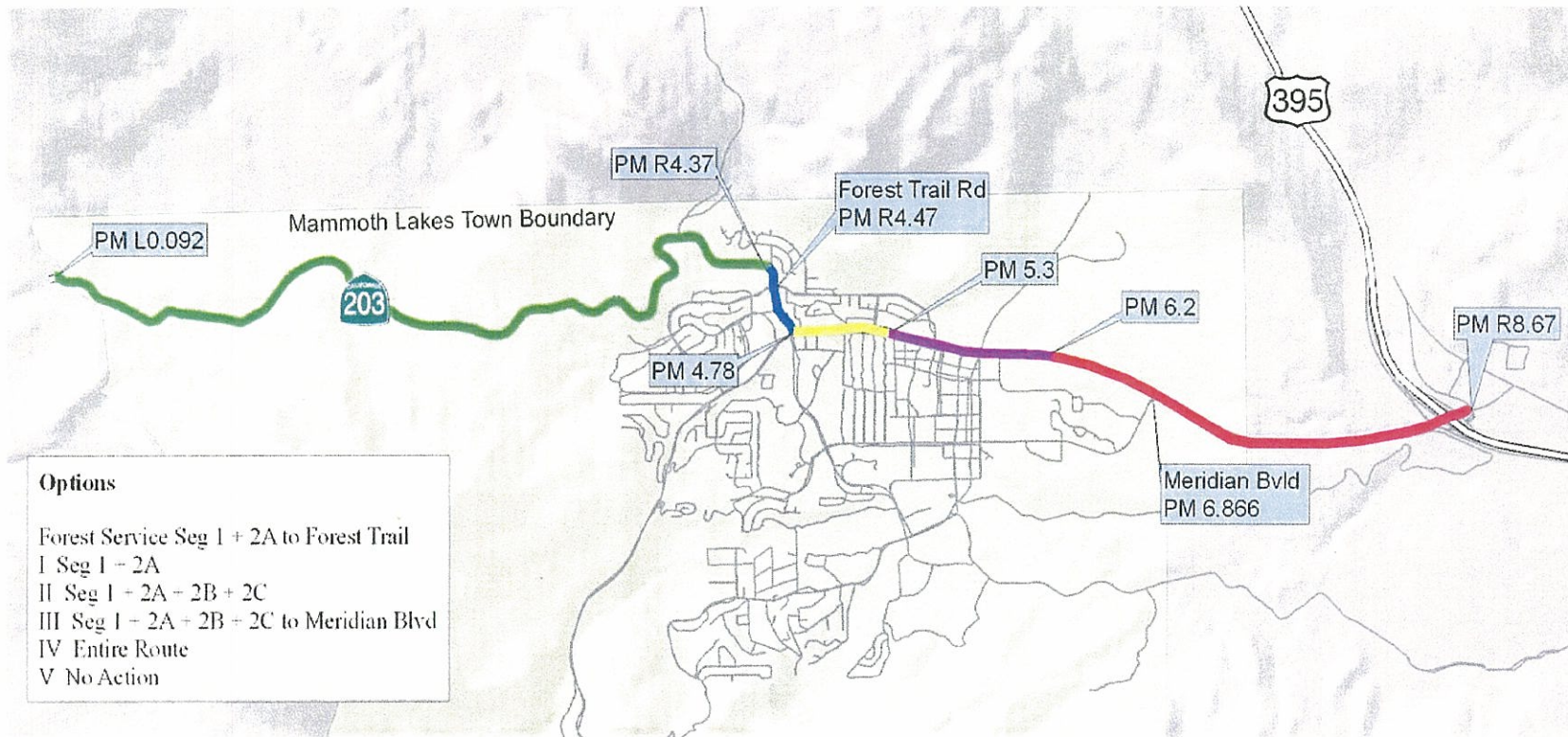
TABLE 3

Note: Route segments are NOT additive

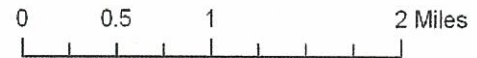
* Integrated Maintenance Management System; CALTRANS, 12/05

SR 203 Relinquishment Options

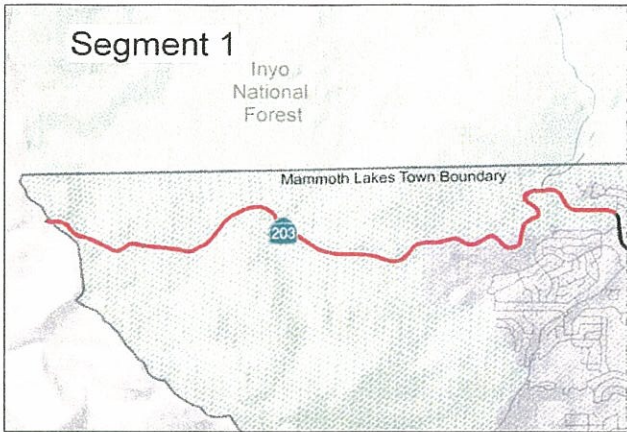
STATE ROUTE 203 RELINQUISHMENT OPTIONS



203 Segments



SR 203 SEGMENT FACT SHEET

Segment 1	Length mi:	4.62	Segment Location	
	Back PM	L 0.092		
	Ahead PM	R 4.37		
Present Facility	2-C			
Present LOS	C			
Concept Facility	2-C			
Concept LOS	D			
Ultimate Facility	2-C			

Segment Description

This segment begins in mountainous terrain near the Madera/Mono County line (9,167 ft elevation) and ends at Mammoth Knolls Rd (8,120 ft elevation) in the Town of Mammoth Lakes. It is a 2-lane conventional highway that is classified as a Minor Arterial to the end of the segment. The majority of the road is smooth and well maintained with posted speed limits from 25 to 45 mph. The highway has no throughput and is also known as "Minaret Rd" in this segment. It primarily serves recreational travelers providing access from the Town of Mammoth Lakes and US 395 to the Mammoth Mountain Ski Area (MMSA) and the Inyo National Forest. During the ski season (mid-November to June), the highway is closed and not plowed north of the MMSA Main Lodge parking lot. During this time period, SR 203 reverts back to the Forest Service from Substation Rd (PM R 2.35) to the MMSA Main Lodge (PM R 0.42) and it ceases to be the State's responsibility for maintenance and operations. A county maintained emergency evacuation route connects at Scenic Loop Rd (PM R 3.79) to US 395 (PM 30.66). This segment is a CA Legal Advisory Route for tractor-semis with kingpin-to-rear-axle (KPRA) length greater than 30 ft. For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On a MSL scale of 1, 2, and 3, this segment is a Class-2.

Route Concept Improvement Recommendations

Traffic activity on the State highway varies seasonally and during peak holiday periods. When the facility is scheduled for rehabilitation, the shoulders and intersections should be constructed to meet current standards. Shoulder rumble strips should be installed when shoulders are widened. An Intelligent Transportation System (ITS) Curve Warning Feedback System could be considered for curves with no recovery zone. Relinquishment of ownership to USFS could be considered for SR 203 where it extends to Forest Trail Rd (PM R 4.47).

Programmed Projects

There are no Caltrans programmed projects at this time. The Town of Mammoth Lakes has a locally funded project on SR 203 for a curve correction and improvements associated with the roundabout near Mammoth Knolls Rd (PM R 4.23). This project is expected to be delivered under permit in 2007.

Highway Network Affiliation				Highway Information	
Functional Classification: Minor Arterial				Units	Feet
National Hwy System	No	Scenic Highway	Eligible	Average Median Width	0
California Freeway Expressway System	No	National Truck Network	Non NTN	Average Shoulder Width	Varies
STRAHNET	No	Life Line	No	Average Lane Width	12
Regionally Significant	Yes	IRRS	Non IRRS		

SR 203 SEGMENT FACT SHEET

Air Quality Comments

This route is located in the Great Basin Unified Air Pollution Control District. For the State of California and National Ambient Air Quality Standards (NAAQS), this area is at non-attainment for ozone (8 hour) and particulate matter (PM-10), a result of unpaved roadways and disturbed acreage. All other parameters are either within attainment, or are unclassified.

Transit Service/ Modal Options

Public transit services are provided by Inyo Mono Dial-A-Ride (IMDAR) with a deviated fixed route and demand-responsive services. Free in-town shuttle service is available thru Mammoth Transit buses. The Mammoth Area Shuttle (MAS) system provides winter public transit service to a variety of destinations, carrying over 700,000 passenger-trips annually. MAS provides summer access from the Village to MMSA. USFS buses are used in the summer (June-Sept) to operate a tourist shuttle to Red's Meadow and Devil's Postpile National Monument. Yosemite Area Regional Transit Services (YARTS) provides service to Yosemite National Park. Interregional transit is provided by Inyo-Mono Transit (CREST route) and a regular route from Bishop to Mammoth Lakes. Sierra Express Shuttle, Mammoth Shuttle, lodging-based services, taxi-cab services, and special needs transport are also available. SR 203 is designated as a shared roadway for bicycles.

Land Use

This portion of the route is predominately National Forest Service land, resource management. The Mammoth Mountain Ski Area (MMSA) Main Lodge is located adjacent to the highway at PM R 0.42 thru PM R 0.72, and is designated for resort use.

Environmental Concerns

State Route 203 in Mono County runs through what Caltrans considers a culturally sensitive area. The highway runs through both historic and prehistoric culturally sensitive areas. Any future work done along State Route 203, that goes beyond the current edge of pavement, or disturbs any natural ground, would require cultural resource evaluation by a qualified Caltrans archaeologist. The following species of plants and animals are listed as either "Special concern," Threatened, or Endangered Species: Pacific Fisher and Mono Lake Lupine. This segment of SR 203 has numerous coniferous trees. The Town of Mammoth Lakes has a tree conservation policy stipulating that trees should be protected where possible, and that only diseased trees should be removed. Caltrans will attempt to preserve existing trees within the right-of-way, so long as they don't pose a threat to public safety.

Right of Way Comments

The highway right-of-way varies in widths from 66-150 ft, and is claimed and held by easement.

Traffic Analysis Comments

During ski and holiday weekends, there are peak traffic volumes due to heavy morning/evening flow to/from the ski areas. Driving in winter conditions is an issue in this segment. The curves from PM 3.4 thru PM 3.8 have an approximate radii of 200 ft with a posted advisory speeds of 20 mph. Collisions are more frequent on the weekends in the eastbound direction under conditions of snow and ice in mountainous terrain. The primary collision types are sideswipes and head-on collisions with excessive speed being the primary factor. The actual total accident rate is above the statewide total average rate for this segment when compared to a similar facility. The highway was upgraded in 2000, under a \$3.5 Million SHOPP Roadway Rehabilitation Program, from the Madera/Mono County line to the intersection of Minaret and Main St.

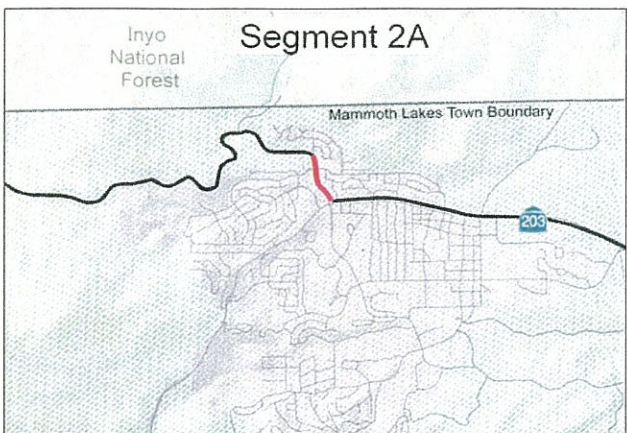
Highway Operation Factors

Traffic Forecasts		Design Hour Volumes		Level of Service	
2005 AADT	3525	2005 DHV	650	2005	C
2015 AADT	3894	2015 DHV	718	2015	C
2025 AADT	4301	2025 DHV	793	2025	D

Calculation Factors

Fatality + Injury Actual Accident Rate	0.80	% Traffic Growth (0-10 yrs)	1%	Percent Trucks	1.0
Fatality + Injury Statewide Avg Rate	0.90	% Traffic Growth (10-20 yrs)	1%		
Total Actual Accident Rate	2.02	Directional Split	50/50		
Total Statewide Avg Rate	1.79	Terrain	Rolling		

SR 203 SEGMENT FACT SHEET

Segment 2A	Length mi:	0.41	Segment Location		
	Back PM	R4.37			
	Ahead PM	4.782			
Present Facility	2-C				
Present LOS	D				
Concept Facility	2-C				
Concept LOS	D				
Ultimate Facility	2-C				
Segment Description					
<p>Segment 2A is also known as "Minaret Rd", is functionally classified as a Minor Arterial in terrain that is generally flat. The majority of the road is smooth and well maintained with a posted speed limit of 30 mph. The segment begins at Mammoth Knolls Rd and continues as a 2-lane conventional highway through the intersection of Forest Trail Rd, where a roundabout is to be constructed by the Town. A pedestrian activated signal and crosswalk was installed at Berner St (PM 4.55). At PM 4.56 the road widens to include a 12 ft median that is planned to be realigned and reduced to 10 ft. Traveling west, there is a right-hand turn lane from Main St onto Minaret Rd. The entire segment is located within the North Village Specific Planning Area and is identified as an activity core in the Town of Mammoth Lakes General Plan. For improvements see the North Village Specific Plan Transportation and Circulation Element, which intends to manage access and reduce traffic volumes. The route provides resort style mixed-use commercial/residential access and continues as Minaret Rd to MMSA and recreational areas. For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On a MSL scale of 1, 2, and 3, this segment is a Class-2.</p>					
Route Concept Improvement Recommendations					
<p>In this segment, SR 203 functions as an urban street. Traffic activity on the State highway varies seasonally and during peak holiday periods. Safety and operational improvements should be considered to address conflict with through and turning traffic, inconsistent shoulder width, and bicycle lane width deficiency. Improvements that will alleviate congestion, reduce vehicle/pedestrian conflicts, and provide adequate off-street parking should be considered. Caltrans endorses developing multi-modal alternatives and alternative routes around this segment. New development should be required to provide road improvements along the project frontage, and/or pay a transportation development fee.</p>					
Programmed Projects					
<p>The Town of Mammoth Lakes has a locally funded project on SR 203 for a roundabout at the Forest Trail intersection (PM R 4.47), which is expected to be delivered under permit in 2007.</p>					
Highway Network Affiliation				Highway Information	
Functional Classification:		Minor Arterial		Units	Feet
National Hwy System	No	Scenic Highway	Eligible	Average Median Width	12
California Freeway Expressway System	No	National Truck Network	Non NTN	Average Shoulder Width	Varies
STRAHNET	No	Life Line	No	Average Lane Width	12
Regionally Significant	Yes	IRRS	Non IRRS		

SR 203 SEGMENT FACT SHEET

Air Quality Comments

This route is located in the Great Basin Unified Air Pollution Control District. For the State of California and National Ambient Air Quality Standards (NAAQS), this area is at non-attainment for ozone (8 hour) and particulate matter (PM-10), a result of unpaved roadways and disturbed acreage. All other parameters are either within attainment, or are unclassified.

Transit Service/ Modal Options

Public transit services are provided by Inyo Mono Dial-A-Ride (IMDAR) with a deviated fixed route and demand-responsive services. Free in-town shuttle service is available thru Mammoth Transit buses. The Mammoth Area Shuttle (MAS) system provides winter public transit service to a variety of destinations, carrying over 700,000 passenger-trips annually. MAS provides summer access from the Village to MMSA. USFS buses are used in the summer (June-Sept) to operate a tourist shuttle to Red's Meadow and Devil's Postpile National Monument. Yosemite Area Regional Transit Services (YARTS) provides service to Yosemite National Park. Interregional transit is provided by Inyo-Mono Transit (CREST route) and a regular route from Bishop to Mammoth Lakes. Sierra Express Shuttle, Mammoth Shuttle, lodging-based services, taxi-cab services, and special needs transport are also available. SR 203 is designated as a shared roadway for bicycles.

Land Use

This portion of the route is predominately mixed-use residential and general commercial land in an urbanizing area.

Environmental Concerns

State Route 203 in Mono County runs through what Caltrans considers a culturally sensitive area. The highway runs through both historic and prehistoric culturally sensitive areas. Any future work done along State Route 203, that goes beyond the current edge of pavement, or disturbs any natural ground, would require cultural resource evaluation by a qualified Caltrans archaeologist. The following species of plants and animals are listed as either "Special concern," Threatened, or Endangered Species: The Great Grey Owl, Pacific Fisher, and Mono Lake Lupine. This segment of SR 203 has numerous coniferous trees. The Town of Mammoth Lakes has a tree conservation policy stipulating that trees should be protected where possible, and that only diseased trees should be removed. Caltrans will attempt to preserve existing trees within the right-of-way, so long as they don't pose a threat to public safety.

Right of Way Comments

The highway right-of-way varies in widths from 60-200 ft, and is claimed and held by fee title.

Traffic Analysis Comments

In this segment, SR 203 functions as an urban street with access management and on-street parking as primary issues. Collisions are more frequent on Friday and Sunday in the westbound direction under clear, daylight conditions in the winter. The primary collision types are rear-end and broadside collisions with excessive speed being the primary factor. On street parking interferes with pedestrians, bicycles, and smooth flow of through traffic. The actual total accident rate is above the statewide total average rate for this segment when compared to a similar facility. The highway was upgraded in 2000, under a \$3.5 Million SHOPP Roadway Rehabilitation Program, from the Madera/Mono County line to the intersection of Minaret and Main St.

Highway Operation Factors

Traffic Forecasts		Design Hour Volumes		Level of Service	
2005 AADT	11050	2005 DHV	2100	2005	D
2015 AADT	12206	2015 DHV	2320	2015	D
2025 AADT	13483	2025 DHV	2562	2025	D

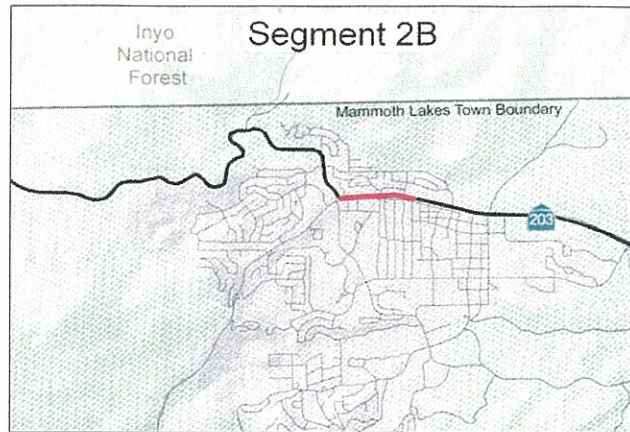
Calculation Factors

Fatality + Injury Actual Accident Rate	0.87	% Traffic Growth (0-10 yrs)	1%	Percent Trucks	1.0
Fatality + Injury Statewide Avg Rate	0.92	% Traffic Growth (10-20 yrs)	1%		
Total Actual Accident Rate	2.26	Directional Split	50/50		
Total Statewide Avg Rate	2.06	Terrain	Rolling		

SR 203 SEGMENT FACT SHEET

Segment 2B
Length mi: 0.518
Back PM 4.782
Ahead PM 5.30

Segment Location



Present Facility 4-C

Present LOS C

Concept Facility 4-C

Concept LOS D

Ultimate Facility 4-C

Segment Description

Segment 2B is functionally classified as a Minor Arterial and is also known as "Main Street" in the Town of Mammoth Lakes. The facility is a 4-lane conventional highway with a posted speed limit of 35 mph, and a traffic signal with protected left-turn lanes at the Minaret/Main intersection. Due to commercial/resort style residential development there is a mix of pedestrians, vehicles, bikes, buses, and snow removal equipment. Besides serving recreational travelers and seasonal commuters in the peak seasons, this segment provides access for residential and commercial traffic. For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On a MSL scale of 1, 2, and 3, this segment is a Class-2.

Route Concept Improvement Recommendations

In this segment, SR 203 functions as an urban street. Traffic activity on the state highway varies seasonally and during peak holiday periods. Develop an Access Management Plan (AMP) throughout this segment, and execute safety and operational improvements that are designed for cross-traffic and pedestrian movements. Improvements such as extending the two-way left-turn lane (TWLTL) from the Minaret/Main intersection to PM 5.3, and installation of curb, gutter, and sidewalk should be considered. A signal master plan should be considered that could include a new crosswalk, which is in compliance with the American with Disabilities Act. New development should be required to provide road improvements along the project frontage, and/or pay a transportation development fee.

Programmed Projects

The Town of Mammoth Lakes has a pedestrian pathway and road improvement project programmed for 2007-2008 along the south frontage road of Main St (SR 203).

Highway Network Affiliation				Highway Information	
Functional Classification: Minor Arterial				Units	Feet
National Hwy System	No	Scenic Highway	Eligible	Average Median Width	0
California Freeway Expressway System	No	National Truck Network	Non NTN	Average Shoulder Width	8
STRAHNET	No	Life Line	No	Average Lane Width	12
Regionally Significant	Yes	IRRS	Non IRRS		

SR 203 SEGMENT FACT SHEET

Air Quality Comments

This route is located in the Great Basin Unified Air Pollution Control District. For the State of California and National Ambient Air Quality Standards (NAAQS), this area is at non-attainment for ozone (8 hour) and particulate matter (PM-10), a result of unpaved roadways and disturbed acreage. All other parameters are either within attainment, or are unclassified.

Transit Service/ Modal Options

Public transit services are provided by Inyo Mono Dial-A-Ride (IMDAR) with a deviated fixed route and demand-responsive services. Free in-town shuttle service is available thru Mammoth Transit buses. The Mammoth Area Shuttle (MAS) system, provides winter public transit service to a variety of destinations, carrying over 700,000 passenger-trips annually. Yosemite Area Regional Transit Services (YARTS) provides service to Yosemite National Park. Interregional transit is provided by Inyo-Mono Transit (CREST route) and a regular route from Bishop to Mammoth Lakes. Sierra Express Shuttle, Mammoth Shuttle, lodging-based services, taxi-cab services, and special needs transport are also available. SR 203 is designated as a shared roadway for bicycles.

Land Use

This portion of the route is predominately medium density commercial/residential with some civic institutional in an urbanizing area.

Environmental Concerns

State Route 203 in Mono County runs through what Caltrans considers a culturally sensitive area. The highway runs through both historic and prehistoric culturally sensitive areas. Any future work done along State Route 203, that goes beyond the current edge of pavement, or disturbs any natural ground, would require cultural resource evaluation by a qualified Caltrans archaeologist. The following species of plants and animals are listed as either "Special concern," Threatened, or Endangered Species: The Great Grey Owl, Pacific Fisher, and Mono Lake Lupine. This segment of SR 203 has numerous coniferous trees. The Town of Mammoth Lakes has a tree conservation policy stipulating that trees should be protected where possible, and that only diseased trees should be removed. Caltrans will attempt to preserve existing trees within the right-of-way, so long as they don't pose a threat to public safety.

Right of Way Comments

The highway right-of-way varies in widths from 150-200 ft and is claimed and held by easement and fee title.

Traffic Analysis Comments

Access management and auto/pedestrian conflicts are issues in this segment. Accidents are more frequent on Sunday in the eastbound direction under clear, daylight conditions in the winter when the road surface is either dry or snowy/icy. The primary collision types are rear-end and broadside collisions, with excessive speed and failure to yield being the primary factors. The actual total accident rate is above the statewide total average rate for this segment when compared to a similar facility. The highway was upgraded in 2002, under a \$4.2 Million SHOPP Roadway Rehabilitation Program, from the intersection of Minaret and Main St to the junction of US 395.

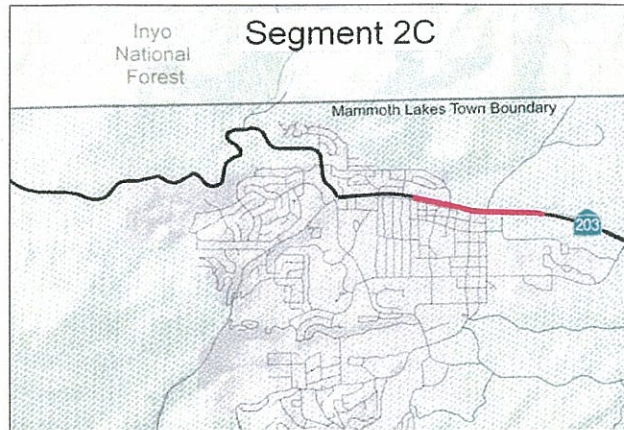
Highway Operation Factors

Traffic Forecasts		Design Hour Volumes		Level of Service	
2005 AADT	11400	2005 DHV	1450	2005	C
2015 AADT	12593	2015 DHV	1602	2015	C
2025 AADT	13910	2025 DHV	1769	2025	C
Calculation Factors					
Fatality + Injury Actual Accident Rate	1.15	% Traffic Growth (0-10 yrs)	1%	Percent Trucks	2.0
Fatality + Injury Statewide Avg Rate	1.10	% Traffic Growth (10-20 yrs)	1%		
Total Actual Accident Rate	2.83	Directional Split	51/49		
Total Statewide Avg Rate	2.55	Terrain	Rolling		

SR 203 SEGMENT FACT SHEET

Segment 2C
Length mi: 0.9
Back PM 5.3
Ahead PM 6.2

Segment Location



Present Facility 4-C

Present LOS C

Concept Facility 4-C

Concept LOS D

Ultimate Facility 4-C

Segment Description

Segment 2C is functionally classified as a Minor Arterial and is also known as "Main Street" to the intersection at Old Mammoth Rd in the Town of Mammoth Lakes. The facility is a 4-lane conventional highway, with a two-way left-turn lane (TWLTL), in terrain that is generally flat with a posted speed limit of 35 mph. A pedestrian activated controlled beacon crosswalk was installed at Circulation Rd (PM 5.42) and at Laurel Mountain Rd (PM 5.66). There is a signalized T-intersection, with protected left-turn lanes, at the Main/Old Mammoth Rd intersection (PM 5.75). SR 203 (Main Street) provides access to Mammoth Hospital via Sierra Park Rd, and access to the Fire Station, Post Office, and commercial businesses. For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On a MSL scale of 1, 2, and 3, this segment is a Class-2.

Route Concept Improvement Recommendations

In this segment, SR 203 functions as an urban street. Traffic activity on the State highway varies seasonally and during peak holiday periods. Many of the intersections within this segment are offset and misaligned. Snow storage on the sidewalk may also create sight distance problems during the winter months. There are pedestrian issues within this segment adjacent to and crossing the State highway, including no connectivity of the pedestrian/bike path on the north side of the highway between PM 5.6 - 5.7. New development should be required to provide road improvements along the project frontage, and/or pay a transportation development fee.

Programmed Projects

The Town of Mammoth Lakes is pursuing an extension to its "Promenade" between Old Mammoth Rd and Laurel Mountain Rd (PM 5.7 - 5.8). The project name is Laurel Sidewalk, which is funded under the Minor Program (EA 31910).

Highway Network Affiliation				Highway Information	
Functional Classification: Minor Arterial				Units	Feet
National Hwy System	No	Scenic Highway	Eligible	Average Median Width	12
California Freeway - Expressway System	No	National Truck Network	Non NTN	Average Shoulder Width	10
STRAHNET	No	Life Line	No	Average Lane Width	12
Regionally Significant	Yes	IRRS	Non IRRS		

SR 203 SEGMENT FACT SHEET

Air Quality Comments

This route is located in the Great Basin Unified Air Pollution Control District. For the State of California and National Ambient Air Quality Standards (NAAQS), this area is at non-attainment for ozone (8 hour) and particulate matter (PM-10), a result of unpaved roadways and disturbed acreage. All other parameters are either within attainment, or are unclassified.

Transit Service/ Modal Options

Public transit services are provided by Inyo Mono Dial-A-Ride (IMDAR) with a deviated fixed route and demand-responsive services. Free in-town shuttle service is available thru Mammoth Transit buses. The Mammoth Area Shuttle (MAS) system, provides winter public transit service to a variety of destinations, carrying over 700,000 passenger-trips annually. Yosemite Area Regional Transit Services (YARTS) provides service to Yosemite National Park. Interregional transit is provided by Inyo-Mono Transit (CREST route) and a regular route from Bishop to Mammoth Lakes. Sierra Express Shuttle, Mammoth Shuttle, lodging-based services, taxi-cab services, and special needs transport are also available. SR 203 is designated as a shared roadway for bicycles.

Land Use

This portion of the route includes general commercial, civic institutional, and National Forest Service land.

Environmental Concerns

State Route 203 in Mono County runs through what Caltrans considers a culturally sensitive area. The highway runs through both historic and prehistoric culturally sensitive areas. Any future work done along State Route 203, that goes beyond the current edge of pavement, or disturbs any natural ground, would require cultural resource evaluation by a qualified Caltrans archaeologist. The following species of plants and animals are listed as either "Special concern," Threatened, or Endangered Species: The Great Grey Owl, Pacific Fisher, and Mono Lake Lupine. This segment of SR 203 has numerous coniferous trees. The Town of Mammoth Lakes has a tree conservation policy stipulating that trees should be protected where possible, and that only diseased trees should be removed. Caltrans will attempt to preserve existing trees within the right-of-way, so long as they don't pose a threat to public safety.

Right of Way Comments

The highway right-of-way varies in widths from 110-165 ft, and is claimed and held by easement and fee title.

Traffic Analysis Comments

Access management, offset intersections, and sight distance are issues in this segment. Accidents are more frequent on Friday in the eastbound direction under clear, daylight conditions in the winter and summer when the road surface is either dry or snowy/icy. The primary collision types are broadside and rear-end collisions, with failure to yield and excessive speed being the primary factors. The actual total accident rate is above the statewide total average rate for this segment when compared to a similar facility. The highway was upgraded in 2002, under a \$4.2 Million SHOPP Roadway Rehabilitation Program, from the intersection of Minaret and Main St to the junction of US 395.

Highway Operation Factors

Traffic Forecasts		Design Hour Volumes		Level of Service	
2005 AADT	15000	2005 DHV	1700	2005	C
2015 AADT	16569	2015 DHV	1878	2015	C
2025 AADT	18303	2025 DHV	2074	2025	C

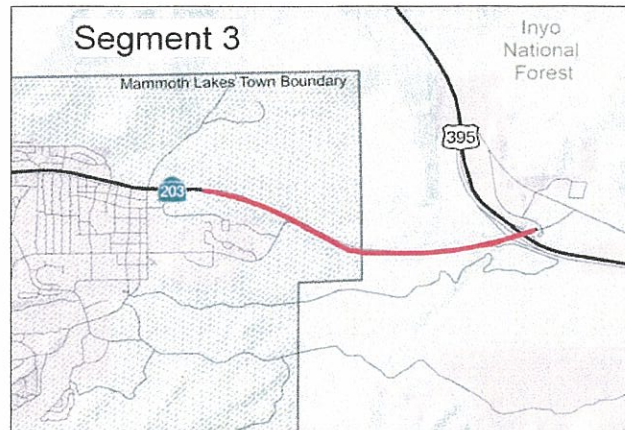
Calculation Factors

Fatality + Injury Actual Accident Rate	0.82	% Traffic Growth (0-10 yrs)	1%	Percent Trucks	2.0
Fatality + Injury Statewide Avg Rate	0.67	% Traffic Growth (10-20 yrs)	1%		
Total Actual Accident Rate	2.27	Directional Split	51/49		
Total Statewide Avg Rate	1.68	Terrain	Rolling		

SR 203 SEGMENT FACT SHEET

Segment 3 **Length mi:** 2.47
Back PM 6.2
Ahead PM 8.671

Segment Location



Present Facility 4-C
Present LOS A
Concept Facility 4-C
Concept LOS D
Ultimate Facility 4-C

Segment Description

SR 203 is a 4-lane conventional highway with grade separation for 1.6 miles and a 4 ft median (detail 28) for the remainder of the segment. This segment has a posted speed limit of 55 mph in terrain that is generally flat with a 3.5% slope. Traffic activity on the State highway varies seasonally and during peak holiday periods. A Closed Circuit Television (CCTV) is installed in the vicinity of the southbound US 395 off-ramp/SR 203 intersection, which is primarily used to monitor winter weather conditions. Besides serving residential and commercial traffic, multi-modal travelers use the highway for recreational access to the Town of Mammoth Lakes, MMSA, Inyo National Forest, and points of interest along the highway. For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On a MSL scale of 1, 2, and 3, this segment is a Class-2.

Route Concept Improvement Recommendations

There are no identified operational deficiencies or improvement recommendations at this time.

Programmed Projects

There are no programmed projects at this time.

Highway Network Affiliation				Highway Information	
Functional Classification:				Units	Feet
National Hwy System	No	Scenic Highway	Eligible	Average Median Width	2
California Freeway - Expressway System	No	National Truck Network	Non NTN	Average Shoulder Width	12
STRAHNET	No	Life Line	No	Average Lane Width	12
Regionally Significant	Yes	IRRS	Non IRRS		

SR 203 SEGMENT FACT SHEET

Air Quality Comments

This route is located in the Great Basin Unified Air Pollution Control District. For the State of California and National Ambient Air Quality Standards (NAAQS), this area is at non-attainment for ozone (8 hour) and particulate matter (PM-10), a result of unpaved roadways and disturbed acreage. All other parameters are either within attainment, or are unclassified.

Transit Service/ Modal Options

Public transit services are provided by Inyo Mono Dial-A-Ride (IMDAR) with a deviated fixed route and demand-responsive services. Free in-town shuttle service is available thru Mammoth Transit buses. The Mammoth Area Shuttle (MAS) system, provides winter public transit service to a variety of destinations, carrying over 700,000 passenger-trips annually. Yosemite Area Regional Transit Services (YARTS) provides service to Yosemite National Park. Interregional transit is provided by Inyo-Mono Transit (CREST route) and a regular route from Bishop to Mammoth Lakes. Sierra Express Shuttle, Mammoth Shuttle, lodging-based services, taxi-cab services, and special needs transport are also available. SR 203 is designated as a shared roadway for bicycles.

Land Use

Land use for this segment is predominately National Forest Service land, resource management.

Environmental Concerns

State Route 203 in Mono County runs through what Caltrans considers a culturally sensitive area. The highway runs through both historic and prehistoric culturally sensitive areas. Any future work done along State Route 203, that goes beyond the current edge of pavement, or disturbs any natural ground, would require cultural resource evaluation by a qualified Caltrans archaeologist. The following species of plants and animals are listed as either "Special concern," Threatened, or Endangered Species: None. This segment of SR 203 has numerous coniferous trees. The Town of Mammoth Lakes has a tree conservation policy stipulating that trees should be protected where possible, and that only diseased trees should be removed. Caltrans will attempt to preserve existing trees within the right-of-way, so long as they don't pose a threat to public safety.

Right of Way Comments

The highway right-of-way varies in widths from 200-365 ft, and is claimed and held by easement.

Traffic Analysis Comments

Driving in winter conditions is an issue in this segment. Accidents are more frequent from Tuesday through Saturday in both directions. Most accidents occurred in winter under clear, daylight conditions, when the road surface is either dry or snowy/icy. The primary collision types are hitting objects (including animals) and overturns, with excessive speed and "other than driver" being the primary factors. The highway was upgraded in 2002, under a \$4.2 Million SHOPP Roadway Rehabilitation Program, from the intersection of Minaret and Main St to the junction of US 395.

Highway Operation Factors

Traffic Forecasts		Design Hour Volumes		Level of Service	
2005 AADT	8000	2005 DHV	975	2005	A
2015 AADT	8837	2015 DHV	1077	2015	A
2025 AADT	9762	2025 DHV	1190	2025	A

Calculation Factors

Fatality + Injury Actual Accident Rate	0.31	% Traffic Growth (0-10 yrs)	1%	Percent Trucks	2.0
Fatality + Injury Statewide Avg Rate	0.60	% Traffic Growth (10-20 yrs)	1%		
Total Actual Accident Rate	0.77	Directional Split	50/50		
Total Statewide Avg Rate	1.65	Terrain	Rolling		

GLOSSARY

Concept Facility	Highway facility type and characteristics considered viable with or without improvement within the 20-year planning period given financial, environmental, planning, and engineering factors.
Concept LOS	Highest and best Level of Service that can be achieved in the 20-year planning period based on the concept facility.
Design Hour Volume	30 th Highest Hour Traffic Volume in a selected year for a given segment.
Directional Split	The percentage of traffic in the peak direction during the peak hour.
Functional Classification	Guided by Federal legislation, refers to a process by which streets and highways are grouped into classes or systems according to the character of the service that is provided (i.e. Principal Arterial, Minor Arterial Roads, Collector Roads, and Local Roads).
Interregional Road System	Statewide network of legislatively identified interregional routes, outside urbanized areas, that provides access to, and links between, the state's economic centers, major recreational areas, urban, and rural regions.
Level of Service (LOS)	A qualitative rating of the effectiveness of a transportation system in serving travel. Letters A (best) through F (worst).
National Highway System	Federal-designated system of major highways in each state, including all numbered interstate highways.
Present Facility	Highway type and general characteristics at the time of this study.
Present LOS	Existing Level of Service.
Programmed Projects	Capacity-enhancing, safety, and/or operational improvement projects programmed through STIP or SHOPP.
Realign/Realignment	A significant change in the location of the roadbed from its existing location.
Route Designations	Identifies whether or not the subject segment of a route is designated as being part of the National Highway System (NHS), Interregional Highway System (IRRS), California Freeway/Expressway (F & E), Scenic Highway, National Truck Network (NTN), Strategic Highway Network (STRAHNET), and Highways of Regional Significance.

ACRONYMS

AADT	Average Annual Daily Traffic
BLM	Bureau of Land Management
Caltrans	California Department of Transportation
HCM	Highway Capacity Manual
IRRS	Interregional Road System
KPRA	King-Pin-to-Rear Axle
LOS	Level of Service
NB	North Bound
NHS	National Highway System
NTN	National Truck Network
PM	Post Mile
RS 2477	"Revised Statue 2477" - Right of way easement for highways over public lands
RV	Recreational Vehicle
SHOPP	State Highway Operation and Protection Program
SR	State Route
STRAHNET	Strategic Highway Network
TWLTL	Two-way Left-turn Lane
TCR	Transportation Concept Report
USFS	US Forest Service
UTC	Ultimate Transportation Corridor
V/C	Volume to Capacity Ratio

SR 203 RESOURCES AND INFORMATION

Caltrans District 9 Route Concept Report Route 203, 1984

California Department of Transportation Traffic Manual/MUTCD California, 2003 edition

Supplement: Traffic Signal Warrants: 9-01.2A, 9-01.3, 10-05.2

California Department of Transportation Highway Design Manual, 5th Edition

Caltrans District 9 Post Mile Log, 2004

Highway Capacity Manual/Highway Capacity Software - 2000

Mono County Regional Transportation Plan, Draft Update 2005

Mono County General Plan – Land Use Element, 2001

Revised Draft Program Environmental Impact Report, Town of Mammoth Lakes 2005

General Plan Update, October 2005 (SCH No. 2003042155)

Transportation Systems Network Reports: 1995 – 2005

Caltrans Traffic Accident Surveillance and Analysis System (TSAS), TSAS Accident Data, Inventory of State Highways, Table B Accident Data, Traffic Volumes, 2005 Count Year/200th Highest Hour

Traffic Volumes on the California State Highway System, 2005

State of California Business, Transportation and Housing Agency, Department of Transportation, Division of Traffic Operations, Sacramento, CA 94274

ENVIRONMENTAL SOURCES OF INFORMATION:

Air Quality District

Great Basin Unified Air Pollution Control District
157 Short Street
Bishop, CA 93514-3537
(760) 872-8211

Water Quality Control Board

Lahontan Regional Water Quality Control Board
2501 Lake Tahoe Blvd.
So. Lake Tahoe, CA 96150
(530) 542-5400
Fax (530) 544-2271

California Natural Diversity Database (CNDDB), 2005

On SR 203, an initial assessment of known biological resources in a 2000-foot wide corridor is listed under Environmental Concerns. This information does not represent all possible environmental constraints that may exist, such as cultural resources (historic and pre-historic), floodplain encroachment, hazardous materials, noise, and visual impacts. Any project that is being considered for programming would require environmental clearance in compliance with all Federal, State, and Local environmental laws and regulations.